

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination FormSee instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

For NPS use only

received

date entered

1. Name

historic Santa Fe Depot

and/or common Newton Station

2. Location

street & number 414 N. Main

N/A not for publication

city, town Newton N/A vicinity of

state Kansas

code 20

county Harvey

code 079

3. Classification

Category

☐ district
☒ building(s)
☐ structure
☐ site
☐ object

Ownership

☐ public
☒ private
☐ both

Public Acquisition

☐ in process
☐ being considered
N/A

Status

☒ occupied
☐ unoccupied
☐ work in progress

Accessible

☐ yes: restricted
☒ yes: unrestricted
☐ no

Present Use

☐ agriculture
☒ commercial
☐ educational
☐ entertainment
☐ government
☐ industrial
☐ military
☐ museum
☐ park
☐ private residence
☐ religious
☐ scientific
☒ transportation
☐ other:

4. Owner of Property

name Newton Station, Limited

street & number 414 N. Main, Box 18

city, town Newton

N/A vicinity of

state KS 67114

5. Location of Legal Description

courthouse, registry of deeds, etc. Register of Deeds

street & number Harvey County Courthouse

city, town Newton

state KS 67114

6. Representation in Existing Surveys

title Kansas Historic Resources Inventory has this property been determined eligible? ☐ yes ☒ no

date 1970

☐ federal ☒ state ☐ county ☐ local

depository for survey records Kansas State Historical Society, 120 West 10th St.

city, town Topeka

state KS 66612

7. Description

Condition

☒ excellent
☐ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

The Newton Santa Fe Depot is an irregularly-shaped brick building positioned diagonally in relationship to the street grid, on a triangular partial block formed by Main Street, 5th Street, and the Atchison, Topeka & Santa Fe Railroad tracks. The trackside facade faces southeast, parallel to the tracks, while the street facade faces northwest.

A two-story central section, consisting of the waiting room and ticket office on the ground floor and employee dormitory rooms above, is flanked by one-story wings containing the restaurant and kitchen areas on the northeast and baggage rooms on the southwest.

The building is designed in the Tudor Revival style. The dark reddish-brown brick walls are trimmed with contrasting stone in the random quoining, window frames, and parapet copings. The arcades on the street and track facades have broad, two-centered Late Gothic arches and stepped buttresses. Most of the upper story has brick walls with parapet gables, but there is also a small amount of artificial half-timbering at the northeast end of the trackside facade. The upper story portion has a pitched slate roof. The one-story portions have a flat roof surrounded by a parapet.

The late medieval motif is carried into parts of the interior through the use of beamed ceilings in the restaurant and waiting room and a false half-timbered treatment of the walls in the restaurant area.

The waiting room and ticket office are currently used by Amtrak. The remainder of the building has recently been converted for use as commercial offices and retail shops, but maintains a very high degree of historical integrity.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1929–30 Builder/Architect M.R. Stauffer, contractor
E.H. Harrison, architect

Statement of Significance (in one paragraph)

The Newton Santa Fe Depot has statewide significance for its architecture and local significance for its historical role.

Built in 1929–30, this is the third Santa Fe depot to be built in Newton. The first depot had been built about 1871, when Newton was first established as a railhead on the Chisholm Trail. The second, built in 1898–99, was razed in 1930 when the present building was completed.

The Atchison, Topeka, and Santa Fe Railroad (usually referred to as the Santa Fe) was the chief participant in the founding of Newton, and continued to be a major economic force in the community until well into the twentieth century. Newton was a division center for the railroad and district headquarters for the Harvey House restaurant system which provided food service for the Santa Fe. At one time Harvey ran a dairy farm, creamery, ice plant, bottling plant, poultry farm, produce plant, and laundry in the Newton area to supply the system. The Harvey House restaurant in Newton opened at the old depot in 1899. It moved to the new depot upon its completion and operated there until 1957, the longest period of operation of any restaurant in the system. The restaurant continued under several other owners until it closed in 1980.

The Newton Santa Fe Depot, designed by E.H. Harrison, is one of the finest examples in Kansas of the use of the Tudor Revival style of the 1920s and 30s in commercial architecture. It is the only instance of the use of that style for a railroad depot (although the Santa Fe Depot in Emporia has some vaguely Tudor additions that were done about the same time), and is one of the relatively few Period Revival depots built in Kansas. Additionally, it has remained very little changed and thus stands today as an exceptionally intact example of the railroad depots which were an extremely important part of the Kansas landscape in the first half of the twentieth century. Its continued use as an Amtrak station enables it to retain its character as a railroad passenger depot to the present day.

THIS STATEMENT REFLECTS CURRENT KNOWLEDGE AND IS SUBJECT TO AMENDMENT.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property 1.398 acres

Quadrangle name Newton, KS

Quadrangle scale 1:24,000

UTM References

A

1	14
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6	4	5	3	0	0
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4	2	1	2	4	0	0
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Zone Easting Northing

B

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Zone Easting Northing

C

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H

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Verbal boundary description and justification All that part of the southeast quarter (SE/4) of Section 17, Township 23 south, Range 1 east, including all of Lots 1, 2, 3, 4, 5, 6, 7, 8 and 9 in Block 42 of the City of Newton, Harvey County, KS.

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

11. Form Prepared By

name/title Richard J. Cawthon

organization Kansas State Historical Society

date February 22, 1985

street & number 120 West 10th St.

telephone (913) 296-3251

city or town Topeka

state KS 66612

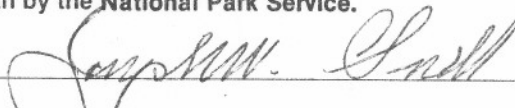
12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☒ state ☐ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature



title Executive Director, Kansas State Historical Society

date February 22, 1985

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

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Continuation sheet

Item number 9

Page 1

MacRae, Thomas, editor. "The Santa Fe Magazine," Vol. 24, No. 12, November, 1930.
PP. 15-18.

Moran, William T. Santa Fe and the Chisholm Trail at Newton, Patterson, Newton, KS, 1971.

Newton Kansan, October 16, 1971, Sec. 6, page 8.

This nomination was prepared from a draft submitted by Thomas C. Wentz of Newton Station, Limited, 414 N. Main, Newton, KS 67114.

Santa Fe Depot
Newton, Harvey County, KS
Photographer-illustrator unknown
Retouched photo of view from NE
circa 1930
Photo 5 of 7

Santa Fe Depot
Newton, Harvey County, KS
Photo by Richard J. Cawthon
Kansas State Historical Society
View from northeast
October, 1984
Photo 3 of 7

Santa Fe Depot
Newton, Harvey County, KS
Photo by Richard J. Cawthon
Kansas State Historical Society
View from southwest
October, 1984
Photo 1 of 7

Santa Fe Depot
Newton, Harvey County, KS
Photographer-illustrator unknown
Retouched photo of view from NW
circa 1930
Photo 6 of 7

Santa Fe Depot
Newton, Harvey County, KS
Photo by Richard J. Cawthon
Kansas State Historical Society
Detail of trackside arcade from NE
October, 1984
Photo 4 of 7

Santa Fe Depot
Newton, Harvey County, KS
Photo by Richard J. Cawthon
Kansas State Historical Society
Interior of dining room (during rehab work)
October, 1984
Photo 7 of 7

Santa Fe Depot
Newton, Harvey County, KS
Photo by Murphy
Newton, KS
View from southwest
1930
Photo 2 of 7

6560 III SW
(ZIMMERDALE)

Santa Fe Depot
Newton, Harvey County, KS

UTM Reference
14/645300/4212400

